

Seattle Design Commission

APPROVED

MINUTES OF THE MEETING

20 January 2005

Gregory J. Nickels,
Mayor

David Spiker
Chair

Charles Anderson

Pam Beyette

Karen Kiest

Hannah McIntosh

Anindita Mitra

Sheri Olson

Nic Rossouw

Darrell Vange

Guillermo Romano,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

Olympic Sculpture Park

Monorail Review Panel Update

Laurelhurst Community Center Expansion

Montlake Community Center Expansion

Council Member Peter Steinbrueck

Convened: 8:30am

Adjourned: 4:30pm

Commissioners Present

David Spiker, Chair

Charles Anderson

Pam Beyette

Karen Kiest

Hannah McIntosh

Anindita Mitra

Sheri Olson

Nic Rossouw

Darrell Vange

Staff Present

Guillermo Romano

Layne Cubell

Tom Iurino

Emily Podolak



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Development

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20 Jan 2005 Project: Olympic Sculpture Park

Phase: Skybridges and Street Design

Previous Reviews: 15 Apr 2004 (Street and ROW Vacations); 19 Oct 2000 (Briefing); 20 June 2002 (Concept Design); 6 Nov 2003 (Design Development); 15 Jan 2004 (Vacations)

Presenters: Chris Rogers, Seattle Art Museum
Laura Ballock, Seattle Art Museum
Julie Parrett, Charles Anderson Landscape Architects
Paula Hoff, Seattle Parks and Recreation

Attendees: Monica Jimenez, SDOT Street Use
Joe Taskey, SDOT Street Use
Beverly Barrett, SDOT
Maria Barrientos, OSP/ Barrientos - Consultant
Joshua Hopkins, public

Commissioner Charles Anderson recused himself from presentation;
his firm is involved in the project.

Time: 1 hour (SDC Ref. # 170 | DC00149)

Action: The Commission thanks the proponents for their presentation of Olympic Sculpture Park

- applauds the design's dramatic evolution over the past five presentations, believes that the park will be sophisticated, subtle, dramatic and inviting.
- asks that proponents preserve the current visual access and openness at the Alaskan Way entry and corner of Elliott and Board, as both serve as prime entries to the waterfront and boardwalk, so maintaining them as inviting public spaces will be important.
- suggests that the park offers not only opportunities for physical sculpture but also for light art, especially potential opportunities under the Elliott skybridge.
- recognizes that the area underneath the Elliott skybridge is an interesting but difficult place and asks that proponents carefully consider the pedestrian experience, what kind of art should be installed there and how to engage the public in that space.
- encourages proponents to keep the bridge underside simple and explore the ideas of architectural or light installations that engage passing automobile traffic.
- suggests that proponents soften the edges of the park and keep them as open as possible, with wider sidewalks that pull the park away from the street where appropriate and allow extra room between pedestrians and cars especially at the corner of Elliott and Broad.
- encourages proponents to approach the railroad tracks below the second bridge as an interesting element that should not be hidden but instead embraced.

- **continues to support the addition of metered parking on both sides of Elliott and on the west side of Western to ensure street vitality and recommends SDOT's approval of this program.**
- **endorses the design team's desire for metal halide lighting under the Elliott skybridge as opposed to SDOT standard lights in order to create a better, brighter streetscape environment for art in the future.**
- **endorses the streetscape elements presented today, supports the two proposed skybridges, understanding they are a core element of the design, and recommend that proponents move forward with construction as soon as possible.**
- **recommends approval of the skybridge permit application currently pending with the City of Seattle.**

Last presentation the Commission recommended the design with the conditions that the proponents provide more details about the public benefit, and the operations and maintenance agreement. The Commission gave conditional approval. Today's presentation proponents gave update on their skybridge permit approach, which changed since last review, and a follow up on design details focused on the street designs of Elliott and Western Aves.

Paula Hoff, Seattle Parks and Recreation, represents city wide interests through working with a number of staff involved with project and provided an update of the project's status.

- Seattle Art Museum is applying for permits rather than aerial street vacations to cross street right of ways. The city supports this approach because city maintains the property over the long term.
- City Council passed legislation to transfer the stretch of Alaskan Way that falls within the park from Seattle Department of Transportation to the Parks Department, thus turning it into a park boulevard and all park rules and laws will apply.
- The Parks Department is currently working with Seattle Art Museum on an operation and maintenance agreement that will determine responsibilities. They are still working out the fine details, but hope to bring it in front of the City Council in the next few months.
- In order for Seattle Art Museum to open as scheduled, it has agreed to buttress the relevant portions of the seawall and is negotiating with the city on this process. The Seattle Art Museum will strengthen the seawall and put a different support system in than currently exists.
- Seattle Art Museum is currently working with King County to find a new location for the waterfront streetcar maintenance shed. They are making significant progress to have it relocated in time for construction.

Design Overview

The Olympic Sculpture Park will be located on the Unocal site, which was purchased by Seattle Art Museum in 1999 and includes the tidal land, which allows the proposed seawall buttressing plan; and property off of Broad Street purchased in 2000 by King County and the City of Seattle Museum Development Authority which is now under lease to Seattle Art Museum for 100 years. It is about 8.5 acres and is in excellent proximity to downtown population and other cultural centers and is adjacent to Myrtle Edwards Park.

Design Challenges

- Railroad tracks and Elliott Ave running through the site
- Difficult access to the waterfront

Goals

- Improve physical access across the tracks
- Mitigate the grade change of 40 feet to create accessible route between Western avenue and the waterfront
- Enhance views from the site.

The pavilion is located at the urban edge of Western and Broad. A central pathway that extends for 2500 feet provides an accessible route from Western and Broad over Elliott and railroad tracks and into Myrtle Edwards parks. The main pathway is met by secondary and tertiary paths that come to street grade at almost every corner of the site, allowing people to access the park from a variety of directions.

The proposed design will excavate ½ acre of Myrtle Edwards shoreline to provide salmon-friendly habitat, and provide public direct access to the waterfront. The seawall buttressing plan offers opportunity to create approx 900 feet of inter-tidal habitat for migrating salmon coming out of the Duwamish River, which will be the first point on the eastern side of the built downtown where salmon will have a safe place for resting and foraging.

Landscape precincts are created as a result of the major topographical intervention. This meets another design goal to provide a diversity of landscapes: valley, open meadows and grasslands, grove and shoreline, which artists can respond to and aren't often found in urban sculpture parks.

Commissioner Questions

- Asks how hours and access will be affected, if under parks jurisdiction.
 - Everything discussed in the past will not change. This portion of the park will be owned by the city for perpetuity but managed by the parks department in partnership with SAM, as opposed to DOT, and will have a park boulevard status. The transportation improvements will be the same as past proposal the bike path coming through, pedestrian boardwalk on the waters edge and will operate as a 24 hour park to replicate the hours of Myrtle Edwards Park. The rest of the Olympic Sculpture Park will be open from dawn to dusk.
- Asks if visitors can enter and exit the park from anywhere on the park edge.
 - There will be fencing along Western Ave because of the area's steep grade down into the park; the existing condition will not change. The rest of the site will be open. Fences will be placed in the meadowlands at sloping area on the northwest corner as it will be the hardest area to control after hours. One of our objectives is to make the park as accessible and friendly as possible. We didn't want a large fence around it but will have to provide extensive security for the artwork and visitors at night there will be infrared beams and cameras.
- Asks if they are working with city to clean up junk from the streets, i.e. poorly placed electric boxes.
 - Yes the budget includes roughly two million on street improvements for cleanup, widening sidewalks broadened in some locations, planting street trees, and currently working with city to make portions of the street metered parking.

- Asks where the sculpture bequeathed to the city, Louis Bourgeois' Father and Son, will be located.
 - It will be located at the entrance of Alaskan Way on waterfront boardwalk.
- Asks now that waterfront is under Parks purview will it be more of a science/art collaborative.
 - Yes science and art collaborative proposed in Myrtle Edwards will occur and we are very interested.
- Asks if there is a stair at the waterfront; the plan shows yes, the diagram shows no.
 - We adjusted grade so stairs are not necessary. However there still may be an opportunity for an artist to create some seating. A seat wall may occur at base of the berm in some sections which we think will enhance the use of the area working through it as construction documents are being finalized.
- Asks if installations are intended to be permanently sited.
 - Our plans are that the works are not permanent, depends on the scale of the work as to how often they will be changed, 5-20 years. Major site specific works are pretty stable, but we want to maintain a flexible environment.

Design Overview: Elliott Avenue Streetscape

Existing conditions on Elliott Avenue

- Not pedestrian friendly
- Narrow sidewalks
- Four lane traffic / no parking
- Random curb cuts from past buildings



Elliott Ave Skybridge looking north

Proposed streetscape design

- Asking SDOT for metered parking on east side of Elliott, which the Commission has supported previously and proponents ask for recommendation today to continue that process
- Adding sidewalks on both sides of street that extend to 12 ft and actually go in to SAM property
- A meadow with a 4 to 1 slope connects the park to the sidewalk on the west side
- A pre-cast wall, different panels overlaid that articulate light and shadow and street trees (hybrid elms, 30 feet on center, 3 1/2" caliper at time of planting) will be located along the east side of the street

Proposed design under Elliott skybridge

- A concern of the Commission in the past about what kind of experience it will offer and safety concerns.
- Retaining walls of pre-cast panels that have articulation at human scale, rather than a rough flat wall and will offer the possibility to put art work on the underside of the bridge.
- Propose using metal halide lighting at night that offers truer white light for the artwork and will improve the human experience rather than SDOT standard low pressure sodium lights that give off yellow cast not good for viewing art. The lighting will be tucked under steel beams and have protective bird mesh. The lights will be in addition to the required SDOT street lamps and will be maintained by the art museum. The proponents ask the DC for their recommendation for this request.
- An Inverted V design of the bridge made of pre-cast panels will maximize light, rather than a design that has bridge 190 feet wide for its full length, the design narrows bridge width down to 100 feet. The bridge is 20 feet high.

Proposed design on the top of the bridge

- The larger design idea that the landscape could move seamlessly across Elliott and the railroad tracks, this justifies the width of the overpasses, rather than just pedestrian bridges, it is the landscape spanning across: the turf, path and artwork continue across.
- eight feet high pre-cast panels on the north side of the bridge support artwork to be viewed from the park side. A minimum 42-inch high barrier exists on both sides of the bridge.

Commissioner Questions

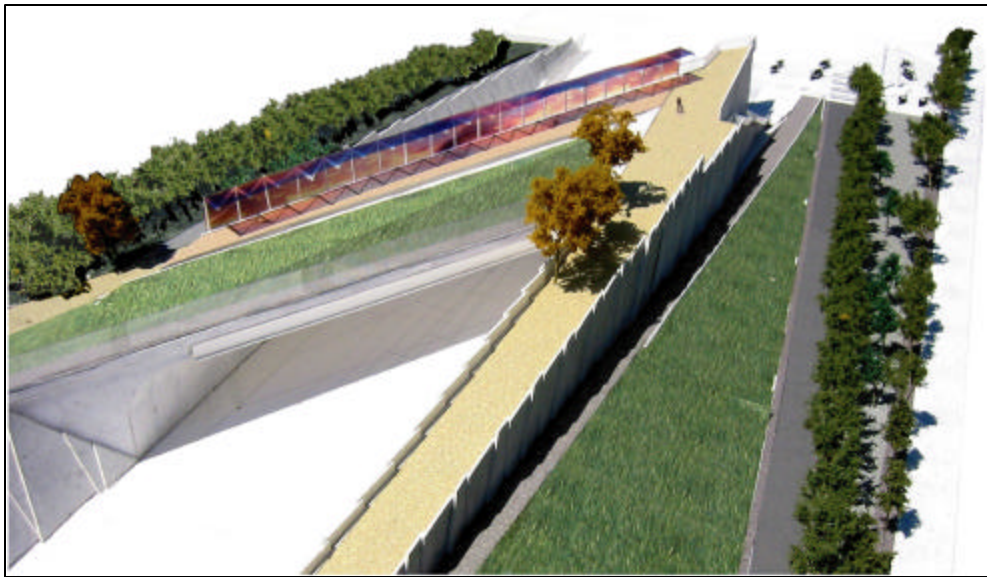
- Asks for clarification of parking currently on Elliott
 - There is no parking on the block of the park. There is currently parking south of Broad Street and one block north of the park.
- Asks where art will be located under bridge and if it will be permanent.
 - Nothing is entirely permanent and nothing is slated for the opening. There is the possibility for video works but nothing has been determined.
- Asks if SDOT would be concerned with driving and video art under the bridge
 - We would have to evaluate that risk and discuss with SDOT
- Asks for clarification on lighting it would be in addition to street lighting required by SDOT
 - Yes, there will be street lights on both sides of street. Under bridge we are just asking for upgrade to metal halide lights
- Asks if there is flexibility in the design of the walls to artwork or if the artwork will adjust to the established design of the pre-cast panels.
 - The artist would be asked to respond to the bridge design.
- Asks if parking will continue under bridge

- Proponents have not worked that out with SDOT; they have expressed desire to add parking during non rush hour times, one lane on the east side of the road, unclear if it would extend under bridge.
- Asks if proponents brought piece of pre-cast concrete for review, or if not to describe material.
 - Proponents didn't bring a sample. It will be standard concrete color with light aggregates, sandblasted in areas to see textures and aggregates.
- Asks what is on wall of bridge coming south of Elliott in car
 - Signage for park
- Asks proponents if they have any safety concern with the meadow sloping down on the west side to Elliott to street where there is no parking buffer between street traffic and the park space.
 - No it is gentle 4 to 1 slope and there is a couple of feet buffer and a 12' wide sidewalk before reaching the curb
- Asks what is the width of the bridge deck.
 - About 60' at widest point
- Asks if proponents plan to bury electrical wires
 - Yes

Design Overview: Broad Street Streetscape and Railroad Crossing

Existing conditions on Broad Street and railroad crossing

- No sidewalk on south side and wider asphalt on north side of Broad Street
- It is the only pedestrian access to Myrtle Edwards Park



BNSF Railroad Skybridge looking south

Proposed design of Broad Street and railroad crossing

- safe pedestrian crossings from the uplands to the shoreline by way of skybridge and along Broad Street; no proposed pedestrian access under the bridge because of railroad tracks
- The skybridge is 30' above grade crossing railroad tracks

Design Overview: Western Ave. Streetscape

Existing conditions on Western Ave

- Narrow sidewalk
- Unregulated parking

Proposed design of Western Ave Streetscape

- Widening sidewalk to 12'
- Street trees on both sides; the design only addresses the west side – 3" cal. Serviceberries will be planted.
- Fence on west side of street, 5' high chain link fence, setback off sidewalk, to protect people from falling, important to maintain existing view sheds through the fence.
- metered parking on west side of street; the Commission has supported this request during past reviews and proponents ask for the Commission's recommendation again today

Commissioner Questions

- Asks what is the concept for the streetcar, if it travels under the bridge.
 - It will travel under the bridge. SDOT has no definite plans to extend it north at this time. Proponents are leaving space on west side under the bridge, and the proposed design accommodates a streetcar stop.
- Asks if under grounding utilities on Western
 - Yes and also on Broad Street
- Reminds proponents that the Commission recommended parking on both sides of Elliott Ave. previously and asks if they continue to pursue this.
 - Proponents would not be adverse to it. SDOT initially said no but then said when closer to opening to revisit concept
- Asks if considered a bump out for overlook on west side of Western Ave
 - There are topographical constraints, already at maximum steep slope with 12' wide sidewalk. Couldn't push out any further west and still maintain the balance the proponents wanted between prospect off of Western Ave. and the refuge 24' below in the valley area of park. Proponents want to make sure the valley is low enough to get the maximum earth massing to provide refuge and mask noise
- Asks if proponents considered street trees on the west side of Elliott Ave. as well as along the railroad tracks.
 - The west side of Elliott Ave. has contaminated soil thereby making street trees infeasible and no trees along railroad tracks was a design decision; proponents wanted to keep visibility wide open from the meadow down to the railroad tracks
- Asks if anything can be done about contaminated soil
 - Proponents have a consent decree. It is pretty stringent what can and cant be done based on where the cap is and how much space is needed for planting

Key Commissioner Comments and Concerns

- Expresses concern that at points along Broad Street the grove of trees will impede views at pedestrian level
- Encourages strengthening destination spot at corner of Broad and Alaskan; it seems tight, it could potentially be the most public gathering place, make it more of a terminus and destination

- Something design team has struggled with trying to find balance of ample and intimate
- Suggests Louise Bourgeois sculpture and pool be at ground level instead of raised to improve transparency and circulation through space
- Expresses concern at the end of Alaskan Way the height of the bridge blocking off visual access from Alaskan way down towards Myrtle Edwards
- Suggests using box beams under bridge crossing Elliott to create a cleaner channel and spaces for creative lighting or artwork
- Expresses disappointment at loss of handicapped access due to removal of parking lot on the waterfront; notes it is a rare thing to find in the city. Does not propose keeping parking lot but wants to recognize loss and does not know how to compensate
- Encourages light art opportunities at night
- Encourages artwork in the water affected by tides and shoreline
- Endorses street parking, the more the better, at least on one side if not both on Elliott and Western
- Supports metal halide lights, thinks that they are a great idea
- Supports pre-cast panels, but encourages keeping them as simple as possible.
- Suggests concentrating on architecture element of panels rather than using artists to use it as wall space as it may confuse things
- Recommends approaching various stakeholders with funds to develop opportunities for shoreline restoration. There is an opportunity for creating partnerships to develop test projects/experiments that could demonstrate what could be extended along waterfront.
- Encourages pulling sidewalk off of the edge of Elliott in areas. The corner of Broad and Elliott is tight and a little awkward; it goes against the design on the opposite side of the road. Suggests perhaps softening corner and angle to match the grove lines or mirror design across the road and allowing more space to gather at corner.
- Asks for clarification of streetscape on Broad St
 - Approximately 12 percent slope, 12 foot wide sidewalk, hybrid elm street trees
 - entrance to parking garage with ramp up to pathway and pedestrian access directly from Broad, gathering space at corner of Elliot and Broad
 - pathway wiggles through grove
- Asks if design celebrates any other entries off of Broad besides the corner entries
 - At the entries the sidewalks meet the street, pathways into the park are stabilized crushed stone, the entries are more subtle than at corners
- Encourages proponents to further understand the circulation pattern that crosses Elliott at street level
- Asks location to offload artwork
 - There is loading capacity in the parking garage, the main path supports vehicles
 - Many large pieces will require parking on street and craning them in
- Asks If formalizing parking on west side of Elliot, how design plans to handle people traveling east and crossing street
 - There will be crosswalks at every intersection
- Encourages proposed meters to be the new standard city meters
- Expresses safety concern with trolley stop area, asks what type of surveillance will be used
 - The sculpture park will have perimeter security via cameras and infra-red beams
- Encourages art experience under bridge for light art, asks what SDOT restrictions may be
 - Must have proposed art piece in order to have the conversation with SDOT to talk about permitting
- Encourages signage for passing trains and future street car
- Asks if row of plantings under trees on boardwalk is necessary. Suggests keeping it clean and open

- The proposed under story is very low, strawberry located just in the tree pits
- Agrees with no plantings under trees; keeping area clean will support the circulation are you encouraging, it is an urban destination gathering space
- Expresses how design just gets better and better and that proponents have successfully accomplished the design intentions through landscape, compliments to all
- Asks when it opens
 - Construction will start May 2005, and opening planned for June or July of 2006
- Agrees with proponents design decision for no street trees along meadow to separate railroad commend keeping it open as the railroad is exciting, messy and perhaps inspiring.
- Requests a skybridge permit update
 - The permit was submitted today, proponents had a meeting with SDOT to help walk through the process; so there should not be issues

Public Comments

Beverly Barrett, SDOT

- Expresses that the museum's decision to request skybridge permits and thus transfer of jurisdiction is seen by SDOT as positive. It addresses the core issues that SDOT had raised and serves the development of the sculpture park well.
- Explains how permits somewhat change the character of the relationship between SDOT and Seattle Art Museum; it is now a separate and private project so some of the issues of public benefits were altered for SDOT review. SDOT continues to look at streetscape issues and pedestrian character and recognizes that with the dimensions of the site there are some challenges with getting involved in such. Thinks that SDOT tries to strike a balance between creating a pedestrian environment and recognizing the realities of the traffic patterns. In regards to the parking requests: with the viaduct issue, displacing traffic is such a major focus in SDOT's future that they aren't committing to parking changes until those things get addressed. SDOT is consistent in the things that they are looking at: lighting issues, maintenance, and balancing pedestrian character and public access.

Michael Jenkins, Department of Planning and Development

- He couldn't attend the meeting but sent an update that the shoreline permit is in process.

January 20 Commission Business

- | | | |
|-------------------------|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ACTION ITEMS | A. | <u>TIME SHEETS</u> |
| | B. | <u>MINUTES FROM 12/16/04 AND 01/06/05</u> <ul style="list-style-type: none">▪ 12/16/04 APPROVED▪ 01/06/05 CONDITIONALLY APPROVED, WAITING FOR FEEDBACK FROM PRESENTERS DUE 02/04/05 – IF NO MAJOR CHANGES SUGGESTED, MINUTES ARE APPROVED |
| DISCUSSION ITEMS | C. | <u>ANNUAL REPORT FOR 2004</u> |
| | D. | <u>RETREAT FOLLOW UP/REVISIONS TO WORK PLAN</u> <ul style="list-style-type: none">▪ ANNUAL CIP DEBRIEFING IN THE WORKS SCHEDULED DURING MARCH 3RD MEETING▪ INDIVIDUAL CIP MEETINGS ON A LESS FORMAL BASIS SCHEDULED TENTATIVELY FOR ONE EVERY OTHER MONTH WITH A DIFFERENT DEPARTMENT |
| | E. | <u>OUTSIDE COMMITMENTS</u> |
| | F. | <u>COUNCIL AND MAYOR UPDATES</u> |
| ANNOUNCEMENTS | G. | <u>RECRUITMENT UPDATE</u> |
| | H. | <u>MONORAIL REVIEW PANEL MEETING</u> – 1/24, 4-7 PM |
| | I. | <u>LIGHT RAIL REVIEW PANEL</u> – 2/1, 4-6 PM |
| | J. | <u>WATERFRONT CONCEPT PLAN UPDATE OPEN HOUSE</u>

2/9, 5-8 PM, BERTHA LANDIS ROOM, CITY HALL |
| | K. | <u>WATERFRONT ADVISORY TEAM</u> – 2/16, 3-5PM RM. L280 |
| | L. | VIADUCT SURFACE DESIGN WORKSHOP – 2/1 |

20 Jan 2005 Project: Monorail Review Panel

Phase: Update

Previous Reviews: 7 October 2004 (Update); 19 August 2004 (Update); 17 June 2004 (Update); 20 May 2004 (Discussion); 15 January 2004 (Staff Briefing)

Presenters: Cheryl Sizov, Department of Planning and Development

Attendees: None

Time: 1 hour (SDC Ref. # 170 | DC00231/114)

Summary: The Commission thanks proponents for their update of the Monorail Review Panel

- **Reiterates the frustration, expressed in previous comments, that the MRP (and the City) has been sidelined by extensive, closed door, contract negotiations**
- **Stresses the importance of vigorously seeking fruition of guidelines in advance of the contract so that they can guide the future design**
- **Encourages that the selection process for the review panel coordinator be hastened, as possible, to keep the momentum going during this interim period**
- **Looks forward to future updates from the monorail review panel**
- **Commends the diversity and the fullness of the panel; recommendations to have all active members on the panel is valid, but stresses importance of having a full panel.**

Proponents presented background, recent design review and future plans for the Monorail Review Panel. The project is currently at the end of the planning phase and is moving into preconstruction phase, so taking this opportunity to look back on what has happened.

During December 6, 2004 meeting the Panel heard presentations on corridor concept plans for 5th Avenue and Harrison Streets. Until design work begins again for the monorail the Panel will be meeting on a less frequent basis. They are currently proposing monthly meetings for the next three months potentially scheduled for January 24th, February 28th, March 21st and April 3rd.

Pending more information on the DBOM design proposal and schedule, the proponents are speculating that the Panel may be fully engaged in station and guideway review by early summer. They have begun the process for hiring a new Monorail Review Panel Coordinator. The position description will be advertised within the next week. The Monorail Review Panel co-chairs will serve on the interview panel. They anticipate having a new coordinator on board by early March.

Key Commissioner Comments and Concerns

- Asks how proponents imagine the guidelines will be used, corridor specific, and location specific; some are approved by the city some are yet to be approved who will be responsible for carrying them out
 - They will be used by the applicant giving them a clear sense of what expectations the city has. Plan reviewers from both DPD and SDOT will use guidelines to measure the plan sets that they receive to see how well they perform. The panel may use them in their own review as a checklist and a reminder to guide their

comments

- Can the guidelines influence design efforts already completed by DBOM
 - The proponents are approaching it the best way we can the system wide guidelines have already been adopted as of last July they have been in place long before any DBOM team has made a proposal. System wide guidelines are intended to comprise about 80% of the advice. The remaining location guidance is the remaining 20% and it's assumed that those guidelines are also adopted by the City Council. One can argue is it too late to have those matter but even if it is too late in terms of the design group starting their work they will still be on the books and will have to be dealt with.
- Asks if there is any sense of when some sort of deal is going to be struck; when contract will be signed.
 - No update of when contract will be signed. New rumor that the second potential DBOM team may be requesting reentry.

20 Jan 2005 Project: YMCA Bridge and Get Engaged Program

Phase: Update

Previous Reviews: None

Presenters: Lenae Noreen

Attendees: None

Time: 1 hour

Proponent gave a presentation on the background of the city's Get Engaged Program and introduction of new program The Bridge. The city recognized that people under the age of 30 are fairly underrepresented in city boards and commissions and yet constitute a very large percent of the population. Started four years ago, The Get Engaged Program, conceived and funded through the city, places thirteen young people between the ages of 18-29 years on boards and commissions throughout the city of Seattle. There is a similar program through Seattle Works that places young people on non profit boards; they place about fifty people a year.

Get Engaged has had an acceptance rate of 20% of young people interested in serving on boards and commissions. Every year they have been turning away between 60 and 80 people who wanted to get involved; this led to strategic planning process last year because they felt that if there were so many people interested they should find ways for them to get involved. Also, there are a lot of boards and commissions outside of the city and non profit who have open positions.

In response, the city created a program called the Bridge, a three month course for 21-40 year olds that will provide training about non-profit and public board governance, fundraising, city budget process, and also offer a personal piece on what the demographic can bring to the table, what are their passions, and why do they want to serve. At the end of the three months they will be placed on a board or commission. The program benefits the city and the participant because it provides training before the participants sit on the boards and helps match participants with boards and commissions that fit their interests.

The goals for the program include:

- Provide a platform for young people to gain leadership experience
- Connect trained young people to the community at large
- Build social capital, building connections between different demographics

The new bridge program affects the Get Engaged program in two major ways

- Get Engaged has dropped its formal mentoring part of their program, some commissions are keeping them but they are no longer run by the program; the three month course is in lieu of the mentoring program.
- The city will first recruit people for Get Engaged from the Bridge training program. If it doesn't fill all positions then they will be open up to the public.

Although Get Engaged is restricted to 18-29 year olds, the proponents wanted to offer the bridge program to a wider audience and extended audience to 21-40 year olds because they didn't want to turn away interested people between the ages of 30-39 years who can get involved in programs other than Get Engaged and there are plenty of other commissions and boards that have spots. The Bridge Program costs \$75; scholarships are available for those who express and provide evidence of financial need. It has so far been very popular; the program starting in January is full; another session scheduled to start in February is also full; they are currently taking registrants for the next session starting in April.

20 Jan 2005 Project: Laurelhurst Community Center Expansion

Phase: Schematic Design

Previous Reviews: None

Presenters: David Goldberg, Parks and Recreation
Catherine Hart, VIA Suzuki
Mike Koski-Harja, Karen Kiest Landscape Architects

Attendees: Dan Johnson, Parks and Recreation
Coral DeWilliam, VIA Suzuki
Danielle Anderson, VIA Suzuki
John M. Marshall, Parks and Recreation
Mohan Khandekar, Parks and Recreation
Michael Shiosaki, Parks and Recreation

Commissioner Karen Kiest recused herself from presentation;
her firm is involved in the project.

Time: 1 hour (SDC Ref. # 169/DC00345)

Action: The Commission thanks proponents for the presentation of schematic design of the Laurelhurst Community Center Expansion.

- suggests that the use of the materials on the exterior of the building be carefully considered and that authentic cladding be used to respond to the building's context; if the budget does not allow for bricks then they suggest a material with a brick expression.
- expresses concern that the spatial experience of the new addition is inadequate in comparison to the existing building and suggest that proponents make the new multi-purpose room grand, perhaps raising the ceiling height, without disrupting the building's exterior expression.
- questions the elevator location, believing it disrupts the clarity of expression of the spine between the new and existing structures.
- expresses concern by the large scale and location of the parking area noting that it seems to overpower the small scale of the entry drive.
- recognizes the challenge of making room for parking spaces, but recommend finding a way to make the parking less obtrusive.
- does not recommend approval of schematic design with a split vote of 4 members in favor and 4 opposed.

This is the first presentation in front of the Commission for the expansion project with existing facilities; it is one of the last projects to be funded by the Community Center levy. The project is in schematic design. The building site was land marked yesterday so from here forward the Landmarks Board will review the project so today the Commission's recommendations will go to the project proponents the design team and also the Landmarks Board and the Commission will do that by forwarding minutes to the appropriate bodies.

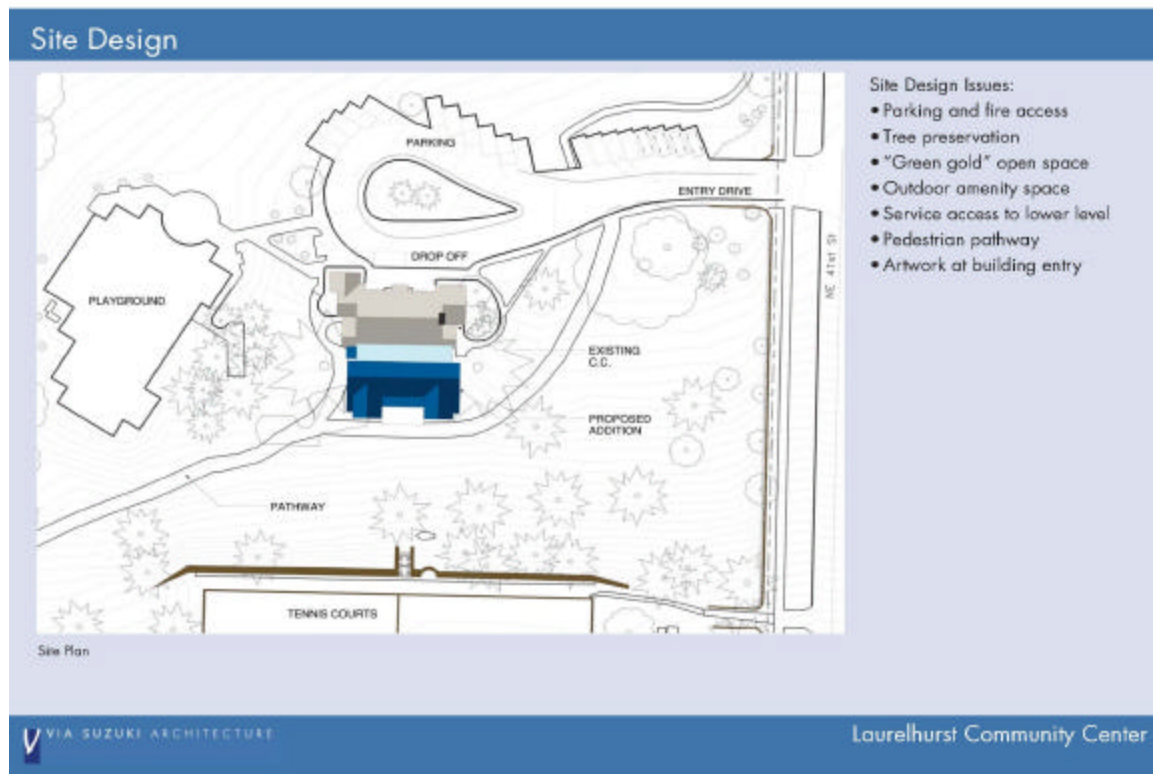
There was a fair amount of flexibility, so the proponents explored a lot of options but were aware of constrained budget. They looked at some conceptual alternatives early on including: joining or separating the addition, and focusing the addition on activity space or a gymnasium.

Proponents took these concepts to the community early on so they could focus their designers' efforts early on. They got very early design direction from the community to integrate the development (attach the addition to the existing building and to focus on activity space).

The proponents provided some historical context of the project. The site was originally built after the community came forward, taxed themselves, created an LID, and bought some land. They funded some of the construction of the community center during the same time as the works progress administration in the 1930s, so as a historical site it is emblematic of the early recreation period.

The design goals based on community's input included integrating the space into the existing building, focusing the addition on activity space and making the multipurpose room the central element of the addition, capturing elements of the existing multi purpose room. The proponents additional goals included: incorporating art into the design of the entry area, keeping the building foot print compact making littlest imprint possible, creating a design that compliments the existing architecture, creating a relationship to the landscape, creating a more logical entry sequence, incorporating existing trees and green space into the design and improving the internal circulation, accessibility and views.

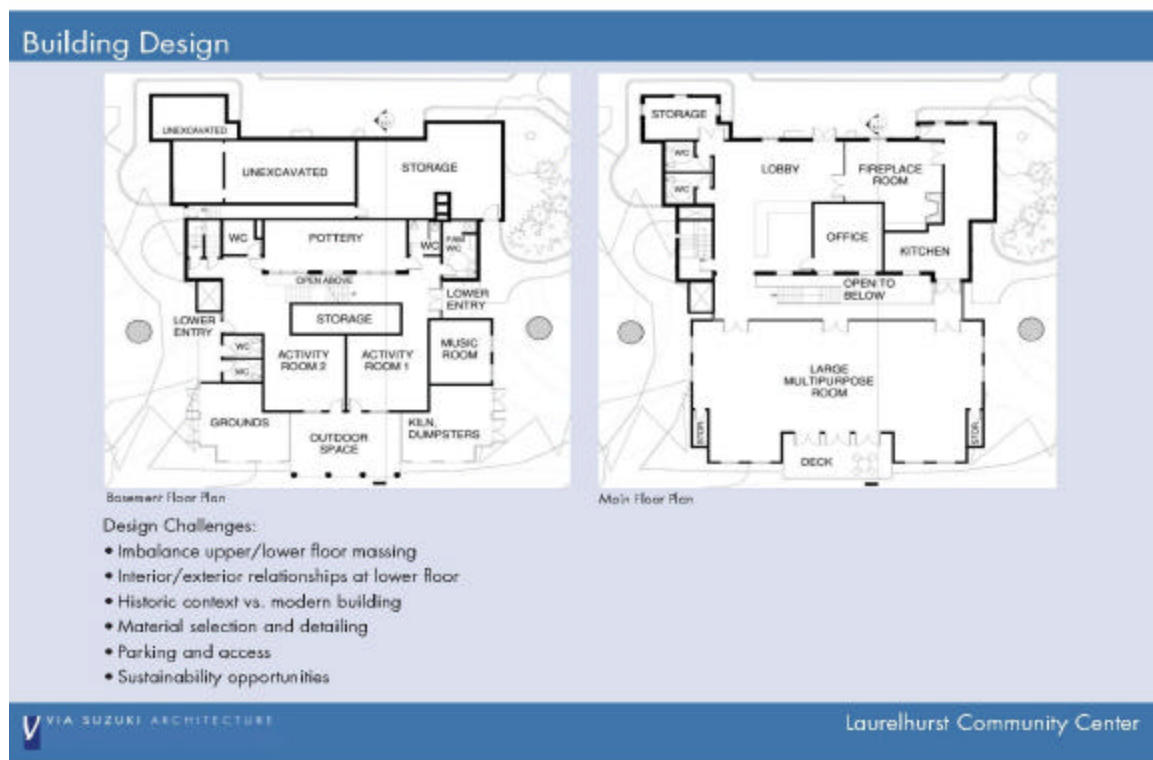
Proponents described the existing conditions on site. The existing building sits high on the site and is 5200 square feet. It is a 1930s Tudor revival, with wonderful two colored shutters. Prominent trees are located on either side of building that proponents wanted to preserve. Additional design constraints include the existing pathways and the entrance sequence.



The proponents explored three design options which included:

1. Satellite with connection
2. Addition located perpendicular to hill
3. Similar volume connected by glazed structure

The proposed design is based on option #3, and it includes a 20' breezeway to connect the buildings.



Laurelhurst Community Center Expansion Building Design

The proponents design proposal include: changing the existing multi-purpose room into a lobby, offices, and lounge area, relocating the multi-purpose room in the addition behind the offices. They proposed a pottery room downstairs in the existing building and screened outdoor space for storage. The proponents wanted to create a design that mimicked the favored qualities of the historic building. With the main space located on the upper floor, the proponents question how to program the lower floor and explored ways to express the addition to not overwhelm but rather flatter the historic building. The proposed design also requires an upgrade of the entry/parking lot needing a widened entry way and nineteen parking spaces rather than the existing thirteen

Commissioner Questions

- Asks the parameter of landmark status
 - Includes the exterior of the building and ten feet buffer around it, entry experience
- Asks if nineteen parking spaces are a requirement
 - Yes
- Asks where additional parking would be located if necessary

- Parking available on streets on all sides of block
 - Aimed to put minimum parking on site to preserve park space
- Asks how entry is currently used
 - Mainly as a drop off
- Comments that programmatically not getting a lot of new uses out of proposed design, asks if proponents feel they are getting adequate utility of the budget and how the community responds
 - Existing building only allows one activity space and doesn't have transition rooms, staff offices, etc. Proposed building offers four rooms for activity, transition rooms and offices
- Asks what materials will be used on exterior of building
 - Proponents have not analyzed yet. The existing building is brick and wood.
- Asks if there is a budget for brick
 - No not for the whole building, construction budget is \$1.6 million, 30-40% could be brick, have not explored what other materials to use
- Asks for clarity on proposed character of design
 - Design goal is a contemporary expression of the historic form that will better meet programs of community center

Key Commissioner Comments and Concerns

- Expresses thanks for including topography lines on the plan
- Expresses concern that the design doesn't provide the community with a better social room than what previously existed
- Existing social room 1900 square feet with gabled roof, the proposed social room is 2500 square feet.
- Existing has no relationship between inside and outside of building, proposed decks strengthen the indoor/outdoor relationship
- Questions the use of partial dividers in the existing grand multipurpose space
- Questions the location of the elevator
- Questions the use of glass as a breezeway connector, suggests using wood as a material
- Expresses concern of designing around existing entry way and suggests complete departure
 - The landmarks restriction dissuades changes to the entry sequence, value its significance
- Asks if proponents propose changes to the entry experience
 - Drive is widened; parking spaces are added but the sequence remains the same
- Asks the existing parking capacity
 - Thirteen parallel parking spaces
- Asks if there is a sidewalk around the existing entry way
 - There is a gravel pathway
- Expresses concern with the proposed diagonal parking scheme that people will exit their cars and walk in the drive rather than on walkway
- Expresses agreement with proposed programming; that proposed grand room is nice but not great; encourages proponents to explore creating a better grand room
- Suggests making roof higher on proposed building to achieve added volume
- Suggests moving elevator
- Suggests using glazing at ends of the breezeway and a full roof
- Encourages proponents that if materials are the budget breaker and no brick possible to use something real, i.e. clapboard.
- Suggests concept of designing partial rooms as cabinetry

20 Jan 2005 Project: Montlake Community Center Extension

Phase: Schematic Design

Previous Reviews: None

Presenters: David Goldberg, Parks and Recreation
Don Carleson, Carleson Architects
Steve Nordlund, Carleson Architects

Attendees: Dan Johnson, Parks and Recreation
John M. Marshall, Parks and Recreation
Mohan Khandekar, Parks and Recreation
Michael Shiosaki, Parks and Recreation
Sean Engle, University of Washington Student (MUP/M.ARCH)
Lyle Bicknell, Department of Planning and Development/City Design

Commissioner Karen Kiest recused herself from presentation;
her firm is involved in the project.

Time: 1 hour (SDC Ref. # 169/DC00346)

Action: The Commission thanks the proponents for their presentation and offers the following comments

- **appreciates the inclusion of the design intent statement in the presentation and feels that it captures the essence of the place and site and is reflected in the design.**
- **appreciates how the subtle façade of the community center is respectful to the Tudor house, but then becomes more lively and exciting out back, moving west around the building.**
- **appreciates how porous the project is inside between the gym and the other spaces, as well as outside between the buildings and the landscape.**
- **recognizes that the connection between the buildings and the parking lot is not ideal, but realizes that there is not much that can be done to improve it.**
- **encourages proponents to clarify and rationalize the path system.**
- **encourages proponents to study the location of the activity room a little further and suggests using a line of trees as a screen behind the Tudor house to frame the addition and set it apart from the rest of the building.**
- **recommends approval of schematic design.**

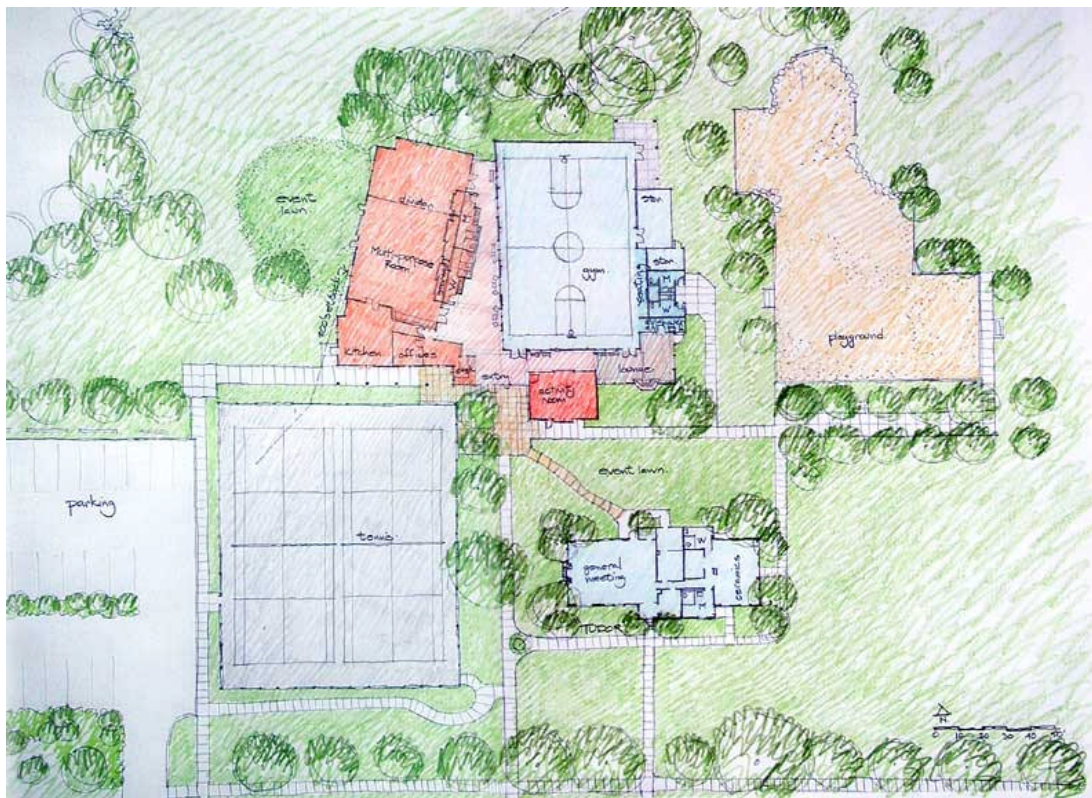
This is the first presentation in front of the Commission for the expansion project with existing facilities. The project is in schematic design. The project will be coming back in design development. The main building has been land marked but because the proposed addition is not attached to the landmark site it does not have to be reviewed by the Landmark Board.

The design fulfills simple program requirements including a 2700 square foot public gathering room, transition spaces and smaller rooms for social spaces and lounge spaces. The proponents propose removing existing buildings and combining them into the one proposed structure. Problems with the existing design include a lack of entry sequence, places for transition and areas

for staff to greet visitors and supervise activities. The proponents built upon the opportunities and assets of the site. It has a camp-like feel and is located on the water.

Proponents decided not to attach the addition to the land-marked building because the community loves it as it is and wants the addition to step back and give it space. The existing Tudor building was designated as a landmark as well as ten feet around it and the interior of the main room; the proposed building site allows this site breathing room. The existing Tudor building is nice on exterior but inside needs work. Depending on budget proposed cleanup of the interior of the Tudor building. The design uses the Tudor building as the entry making it the icon building on site.

The proponents presented the following initial design options to the community. The addition could either be, located behind the Tudor building, wrapped around the gym, or located on the west side of the gym. The community consensus was to locate the proposed building to the west of the gym because the space isn't useful as open space; it is near the wetland and the ground is usually soggy. The proposed building is sited up against the 200' wetlands setback.



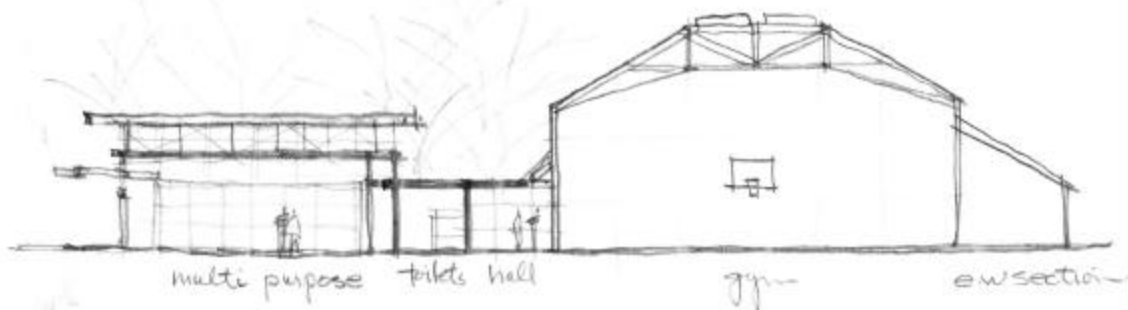
Montlake Community Center Expansion Site Plan

The design intent includes: utilizing buildings to engage outdoor space, creating a quiet backdrop while providing the program functions. There is the need to incorporate multiple entry points from the parking lot, residential lots, and parking on the street; there are many interactions and intersections and proponents wanted to simplify them and make them logical.



Montlake Community Center Expansion West Elevation

The proponents' goals for the proposed building include enhancing the existing buildings, playing off of the existing architecture, creating transparency in and out of the gym, and addressing that there is currently no place for an audience to gather in the gym.



Montlake Community Center Expansion East/West Section

The proposed building constructed of brick and glass creates an expansive multi purpose room, circulation spaces and social/gathering spaces that are flexible indoor and outdoor spaces. A covered walkway leads to the entry of the field house area which is a simple line extension off of Tudor building line. Holes in the side of the gymnasium create windows into the gym for viewers to watch from the outside and to allow natural light into the building.

Commissioner Comments and Concerns

- Appreciates proponents' decision to give the Tudor building room
- Questions the placement of the walkway between the Tudor building and field house area
- Appreciates the inclusion of the design intent statement in the presentation and feels that it captures the essence of the place and site and is reflected in the design.
- Appreciates how the subtle façade of the community center is respectful to the Tudor house, but then becomes more lively and exciting out back and west around the building.
- Questions the location of the activity room.
- Recognizes that the connection between the buildings and the parking lot is not ideal, but realizes that there is not much that can be done to improve it.
- Appreciates how porous the project is inside between the gym and the other spaces, as well as outside between the buildings and the landscape.
- Encourages proponents to clarify and rationalize the path system
- Suggests using a line of trees as a screen behind the Tudor house to frame the addition and set it apart from the rest of the building.

20 Jan 2005 Project: Councilmember Peter Steinbrueck

Phase: Meeting

Previous Reviews: 1 April 2004 (briefing)

Presenters: Peter Steinbrueck

Attendees: None

Time: 1 hour (SDC Ref. # 169 / DC00009)

The Design Commission met with Councilmember Peter Steinbrueck, Chair of the Urban Development and Planning Committee, to discuss its role and relationship to other boards and commissions in the city of Seattle. They first discussed how the Commission impacted the city's urban design, who they were advising and how their advice influenced the Mayor's and Council's decisions. They also discussed the Commission's specific involvement and potential involvement in several projects including: the new Gates Foundation Master Plan, the emerging plans for the Central Waterfront, the proposed removal of the downtown building height cap, the Center City Strategy, Downtown/Pioneer Square open space and parks, major civic development projects including the Public Safety Building site and Fire Station 10, utility projects, institutional projects, and the general quality of residential development in the downtown area.

Councilmember Steinbrueck thanked the Commission members for their valuable work in fulfilling a role that is independent from the political process, providing advice that is expertly given, and bringing diverse viewpoints to the table. His advice to the Commission in reviewing projects was to not "leave the room until they have reached a consensus." He encouraged Commission members to address their decisions from a position of strength and unity, suggesting that a divided report from the Commission is of little use to Council. He looks forward to regular updates from the Commission to his Committee, including the semi-annual briefings rekindled last year.